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A Voyage on
LAKE SUPERIOR
in 1826

A Trip to
DULUTH
in 1902







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A VOYAGE
ON
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IN 1826.

A TRIP TO DULUTH
IN 1902.

EDITED BY ISABELLE G. CARPENTER.

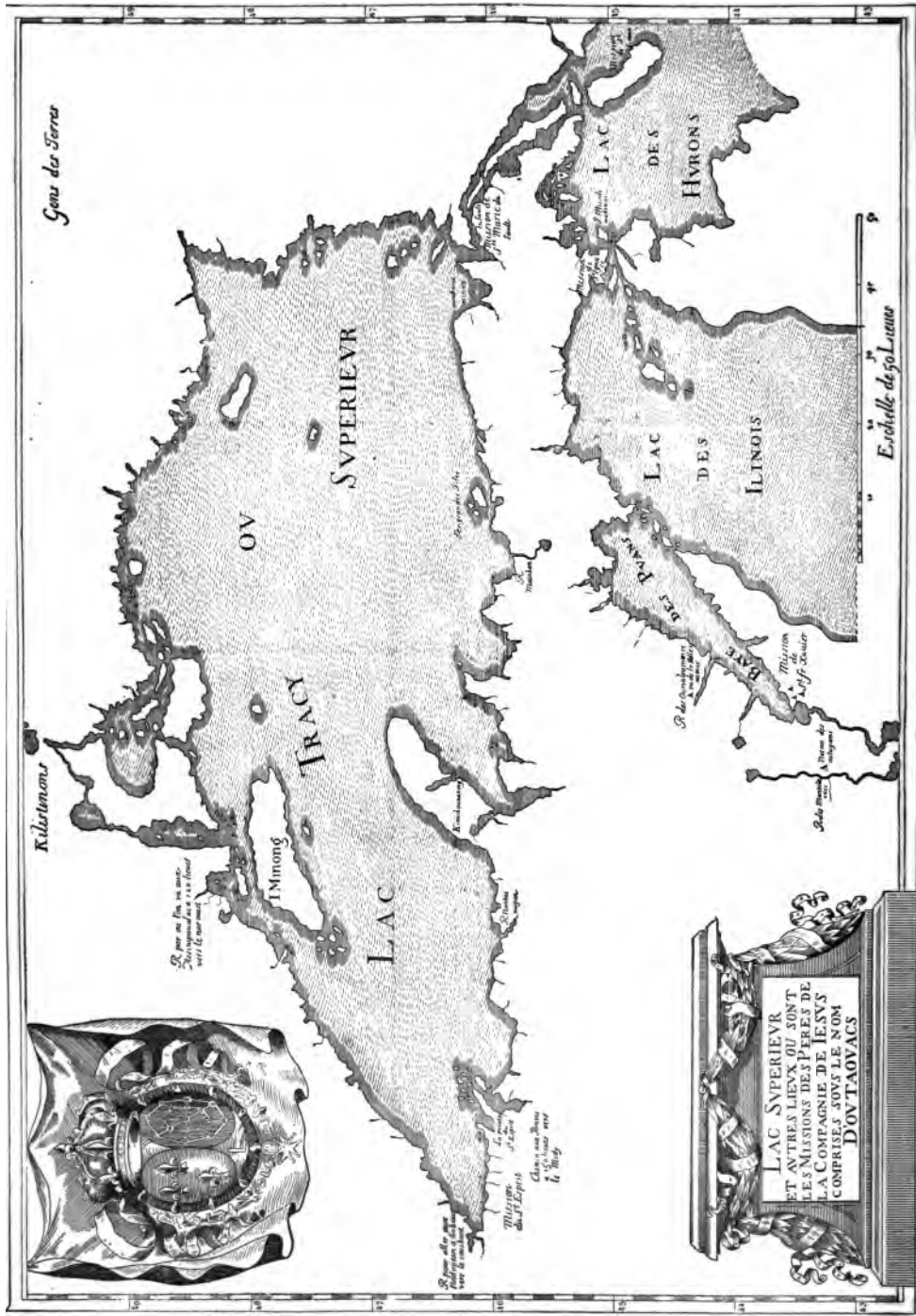
ISSUED BY THE PASSENGER DEPARTMENT
OF THE
DULUTH, SOUTH SHORE & ATLANTIC RAILWAY,
1902.

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INTRODUCTORY.

IN 1825 General Cass negotiated with the Indians of the Missouri and Mississippi Valleys the famous treaty of the Prairie du Chien, whereby the war between the Sioux and the Chippeways, which had existed for two hundred years, was ended, the United States obtaining a considerable grant of land and the territorial boundaries of each nation were permanently defined. This treaty, which was probably the most important of the many Indian treaties negotiated by General Cass, was formally ratified by the Chippeways one year later, at what is now known as "The Treaty of the Fond du Lac." This was accomplished in the summer of 1826, amid the solemn pomp and ceremony of pipe and powwow, at the head-waters of Lake Superior, where General Cass and Colonel McKenney, as government commissioners, with a large following, met the Chippeway chiefs and braves at the American Fur Trading Company's post. Their voyage over the troubled waters of the great lake from Sault Ste. Marie, in canoes and barges, reads like romance, the following outline of which is drawn from the diary of Colonel McKenney, published in limited number shortly after the voyage. The copy of this book from which this narrative is drawn is the property of Mr. D. H. Merritt of Marquette, and thanks are due to him for the opportunity of again giving this interesting story to the world.

The editor is also indebted to the cheerful assistance rendered by the press of the North Country and the Librarian of the Peter White Library at Marquette in furnishing data and information for the proper and full presentation of this work.



A VOYAGE ON LAKE SUPERIOR IN 1826.

ON Monday afternoon, July 3rd, 1826, there entered the St. Mary's River-of-the-North Country four large barges—as barges were then considered—manned by Canadian voyageurs at the oars and carrying as passengers a distinguished company bound for the head-waters of the great lake of the north, to negotiate with the Indians the famous treaty of the Fond du Lac.

The company was composed of Governor Cass, of Michigan, and Colonel T. L. McKenney, the Government Commissioners; Colonel Edwards and G. F. Porter, the Secretary and his assistant; Colonel Croghan and Major Whipple, Commissary; Christian Clemens, guardian of the “public goods”—the presents for the Indians; Henry Connors, interpreter; Joseph Spencer, J. O. Lewis, James W. Abbot and E. A. Bush; making, with servants and oarsmen, a party of forty-six people. From far down in the lower lakes country the expedition had pursued its toilsome way, encountering the terrors of the waters and laboring manfully against heavy odds, until at the close of this July day it had to look forward to the last and greatest battle of all—the passage of Lake Superior. Long the gallant little fleet had worked against the swift current—the rapids had been met and conquered; the last of them after the night had set in, with the whirling, rushing waters dancing madly on every side. At times it seemed that in spite of the unerring stroke of the skillful voyageurs and the steady eye of the steersman, the whole fleet must be dashed to pieces on the rocks or whirled into eternity at

every turn and pitch of the current. The boats, however, rode safely through, and at two o'clock of the morning of July fourth the fleet anchored at the piers of the ancient village of Sault de Ste. Marie. Tired, hungry and wet to the skin from the flying spray of St. Mary's Rapids, the entire party were soon disembarked and welcomed at the roaring firesides of officers' quarters at the post. In spite of the early hour, the villagers, who had for days been looking anxiously down the river for a first sight of the Government flotilla, were all out to greet the arrival.

The village of Sault Ste. Marie at that time was a tiny settlement on the south bank of the river. Its inhabitants were a few French and English families, a roving population of Chippeways and a military garrison—a forlorn and lonely hamlet, in 1826; but a locality whose very atmosphere has always been heavy with legends and traditions of a shadowy, far-away past. It has for ages—ever since the continent was peopled—been the grand thoroughfare of communication between the lower and upper countries, as far north as the Arctic circle. By this route from the south came those mysterious beings who delved in the earth, far up in the north, for the copper which they seemed, by instinct, to know was there, and who, in the very midst of their activity, apparently, disappeared from the face of the earth, leaving no clew to their identity; this way, too, the Indians have come and gone for centuries, followed by the zealous missionary priests on journeys of discovery and conversion; and the voyageur folk, the hunters and trappers who wandered into the trackless wastes of forest and mountain in the interest of the great fur-trading companies. All of these, centuries apart, have made use of the great river of St. Mary as a pathway into the wilderness and home again.

At the Sault great preparation on the part of the Commandant of the fort had been made for the comfort and safety of the Commission, on what even the hardiest and boldest sailor did not

hesitate to pronounce a perilous undertaking. Six hundred miles beyond the limits of civilization, in canoes of bark and barges of flimsy wood, was not a matter of slightest consideration. There was to be a military escort, because the Indians were lowering and often actively hostile. The voyageurs were engaged, and on the spot each decorated with a red feather in his cap, while the steersman had two for his canoe—one at the bow and the other at the stern, indicating that his was a craft tried and found worthy. On July 11th everything was ready, everything inspected and tested thoroughly, the supplies and luggage all bestowed, and the party again afloat. As the flotilla swung out into the stream cheers went up from those on shore speeding the party and praying their safe return. The long and final battle with the waters was on again. The rapids fired the first gun with their noisy protest, but as the river soon widens, the oarsmen were able to settle into the rhythmic move and the procession was under full way. Off to the right the Canadian highlands are dimly visible, and the American shore, low and sandy, is thickly set with trees. Gros Cap rears its blue summit in the distance. The prospect is indescribably grand. Around the tip of Point aux Pins the full view of Point Iroquois and Gros Cap discloses the open gateway through which the great waters of Lake Superior have outlet. On up the wide waters of Whitefish Bay swept the canoes and laden barges in a freshening wind, the voyageurs bending to their work, their oars keeping time while the voices kept tune, just as they have for ages in song and story away back on the old river St. Lawrence, where they sing at Ste. Anne's their parting hymn. It is said that nothing but the most violent stress of weather can quiet the song and merry jest of those volatile Canadian boatmen. The wind rose, but still the fleet kept on, the canoes far in the lead. Around Whitefish Point and into the great lake the canoes worked steadily on, though the wind was coming on to blow a gale and the waves were



INDIAN CANOE.

The illustration on this page is reproduced from "Tour to the Lakes," by Thomas ... McKenney, published in 1827.

tossing over the boats' sides. The barges were scattering and making little headway. At the mouth of Twin River a safe harbor opened and the canoes were landed. Signal fires were laid and a watch set for the rest of the fleet. Not a living thing was in sight as far as the eye could reach, and not a sound was heard save the whistling of the gale and the roaring of the breakers against the rocky promontory where the camp fires were built. As the July sun went slowly down over the tumbling waste of waters the barges slowly rounded to, followed by a quartette of Indians in a tiny canoe. The approach of these dusky companions of the voyage was a marvel of Indian caution and silence. Slowly and warily they stole up the coast, one steering while the others paddled. Slower than the voyageur oarsmen, and with fewer strokes, they drove their canoe along a little, then rested their paddles while they cautiously surveyed the long line of fires at the encampment; then another noiseless, regular stroke and another inspection of the shore. Thus they came, their little bark at length gliding lightly on to the shore. Out of it, in one bound, their brown, lithe bodies deep in the water. They shouldered the canoe and carried it up the bank, passing curt greeting along as they ascended. They soon had the boat inverted and over their backs ready for the night. An Indian's canoe is his servant by day and night, for in it he works his wandering passage and under it he rests from his toils.

The night stole on, and in that awful, solemn silence, unbroken save for the measured boom of the surf on the shore, under the starry northern sky, the United States Government Commissioners of Treaty, with their escort, slept their first sleep on the shores of the "Shining Big-Sea-Water." Early in the morning the company was astir and afloat again, in order to make as much progress as possible before the rising of the wind, because all the winds of heaven from all directions do daily

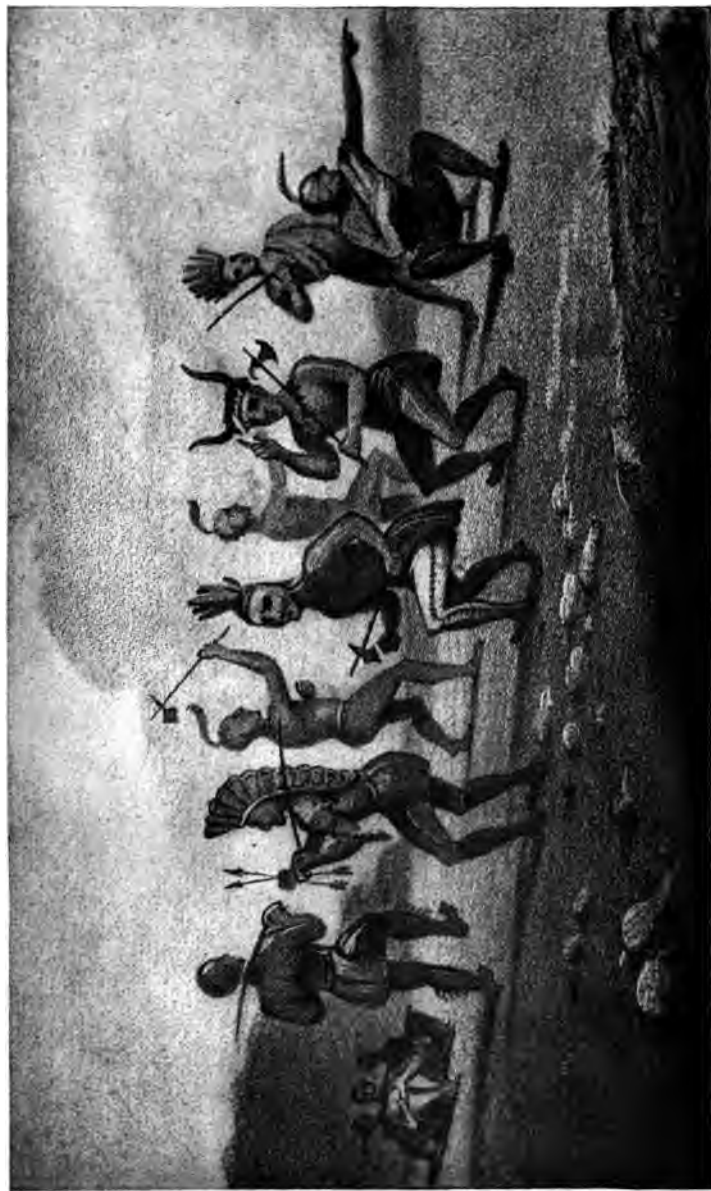


FRONT VIEW DORIC ROCK, LAKE SUPERIOR.

The illustration on this page is reproduced from "Tour to the Lakes," by Thomas L. McKenney, published in 1827.

blow over the waters of Lake Superior. It is as if the God of the Winds made it a custom to open his caves about the middle of the morning to give his charges the freedom of the lake for the rest of the day. At nightfall, however, the rompers are usually called home, leaving only the restless, tumbling waters to testify to their wanton frolics. The route of the expedition lay along close to the shore of the lake, and the fleet sped on under the morning sunlight, leaving a rippling wake in the dancing waves. Far up on the shore line loomed the Grand Sables, an extraordinary mountain of sand, 300 feet high, which stretches a hard, unbroken, desolate surface to the water front for a distance of nine miles. Just beyond its western terminus a bluff strikes out into the lake, lofty, verdure-clad and beautiful, in contrast with the treeless waste of the Sables. Doubling this promontory in a rising wind, the voyageurs came in sight of the famous Pictured Rocks, the "Grand Portaille" of the old Canadian patois. The surf beat high on the Doric rock, which stands out alone like a grim herald sent in advance to announce that marvels the like of which had never before been seen were now to burst upon the view. Wind and high seas drove the company to a landing to wait for more favorable weather conditions. By this time the matter of having to land to await the abatement of the wind had become so much the custom that the company had ceased to remark their disappointments over the delay, and the daily loading, unloading and reloading were gone through with by the whole company without a murmur over the extra hardships. It was all a part of the passage of Lake Superior in early times, and the voyageurs bore the burdens and the drenching with the easy good-humor of their race.

Sunrise again found the fleet moving past the "long line of awful grandeur" that constitutes the Pictured Rocks. The shore here is perpendicular and wall-like and high, in shape resembling towers and battlements and great domes, resting on arches



• INDIAN DISCOVERY DANCE.

The illustration on this page is reproduced from "Tut to the Lake," by Thomas L. McGraw, published in 1887.

and columns, all rising immediately out of the lake. Twelve miles of ragged, jagged rock, some in straight line, some in echelon, others falling slightly back to allow the next line to advance its bold headland far out into the lake. On the right Grand Island lies, its mimic cities lining the shores. Under these protecting walls the little command sought shelter from the freshening winds outside, and it was a stormy passage even under the cover of the rocks, while out on the lake the wind whipped the curling waves into angry foam and hurled them with mighty force against the resisting rocks. Up close to the shore the steersmen kept their boats, the skill of the voyageurs never more apparent than in the precision of their response to the commands of their guide. Gallantly they pulled, and steady, though slow, the progress, until the frowning rocks of Presque Isle told the men at the helm that a haven was close at hand. Past the terrible "Black Rocks" and the numberless small islands that cluster about Granite Point, the boats at length glide into the quiet waters of Laughing Fish River and find a quiet camp in the sheltering forest. Near this spot tradition says Pere Marquette once landed and planted the emblem of his faith on these lonely shores, in token that Christ's truth was mighty and must prevail in the wilderness and on the waters, wherever man seeks his abode. Near this place, too, on the heights that roll grandly back from the water's edge, now stands the city of Marquette. It was all silence and solitude then, not a living human being outside of the "ship's company" was to be seen, and the stillness was unbroken save for the low tones of the Governor's company and the laughter and song of the voyageurs. Far out on the high, forbidding promontory of Presque Isle, the stately forest trees waved their plumed crests and bowed their regal coronets to the dictates of the storm king alone. The sound of the white man's ax was unknown in the solitudes of that sea-girt headland.



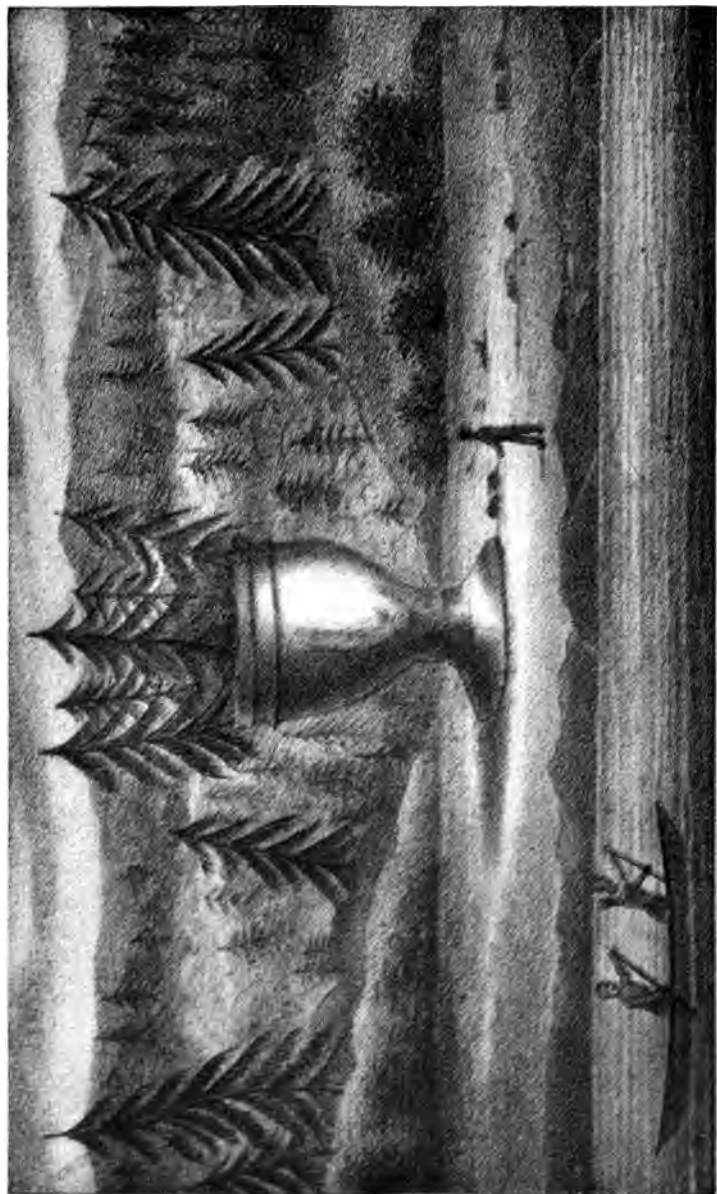
CHIPPEWAY INDIAN LODGE.

The illustration on this page is reproduced from "Tour to the Lakes," by Thomas L. McKenney, published in 1807.

After a night of quiet in the camp on the Laughing Fish River the voyage was again resumed with cheerful courage. The route now bore away to the northwest, passing to the seaward of the Huron Islands so as to strike "Keweenaw's Copper Arm" some twenty miles higher up than in the usual course. The sea ran high and the oarsmen, bending low over their work, for the time forgot their usual song and continual chatter. All the long day they toiled with scarcely an hour's respite, and night fell ere Keweenaw rose from the water on the near horizon. The canoes doubled the eastern cape of the bay, seeking a landing place to await the arrival of the barges which had dropped far behind. The night wore on, but yet no sign of the missing boats.

The morning dawned on a choppy sea but a waning wind, and the little party in the Keweenaw encampment cruised up the bay on a tour of discovery. They found little but forest-lined shore and the blankness of the desolate, thicket-grown wilderness, with now and then a trace of an old portage trail. At one of these a little flag on a stick stuck in the ground fluttered in the wind, indicating that man had passed that way some recent yesterday, and might be expected to return over that path on a, perhaps, no very distant tomorrow. The canoeists returned again to their encampment and passed an anxious day on the lookout for their missing friends. Toward the end of the afternoon, the wind having quite died away and the sea settled to an unwonted quiet, the barges turned the point, and creeping up where they could distinguish the signals placed for their guidance, crew and company were soon landed, wet, tired, but triumphant. Heavier laden and more unwieldy than the canoes, the barges had been many times in serious danger, and nothing but the most splendid management had saved the passengers, crew and cargo from capsizing, which, in such a sea, would have meant swift and sure destruction. The party rested at the Keweenaw camp long enough to dry out, and at the same time to explore some of the

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VIEW OF THE URN, LAKE SUPERIOR.

The illustration on this page is reproduced from "Tour to the Lakes," by Thomas L. McKenney, published in 1827.

copper country marvels which were even then becoming subject of discussion in the scientific, historic and financial circles of the East.

From Keweenaw's arm the Portage River pours into the bay. This river is the old and customary route between the Head-of-the-Lake and the lower country. The Indians and fur-trading people never doubled Keweenaw Point, but chose the shorter route by the Portage River, through Portage Lake, with a short "carry" of two thousand yards to complete the distance, and to this day this is the route for all the trade of the great lake. On the Portage Lake, almost at the old "portage," now stand the sister cities of Houghton and Hancock. Keweenaw is the land of copper, and even at that time stories of its wonderful wealth were abroad. Indeed, Governor Cass had six years before the expedition of the treaty penetrated far into the depths of that region and found the remains of the ancient copper workings, which in themselves told such strange stories of the people who had explored the North Country, discovered and worked the mines in that far-away past when the age was golden and the young world in its infancy.

Along the Portage River and around the shores of Portage Lake, where the dense forests hung low over the water and only the scream of the water birds disturbed the quiet air, there had been many and wonderful reminders found of the commerce that was active so long ago. We think of the North Country as a place of great antiquity when we hear the stories of the missionary priests who fought and prayed and blazed their trail, marked with fire and blood, up into the northern wilderness a few hundred years ago; but those are as the tales of yesterday brought face to face with evidences of an antiquity that antedates history. Many and strange ruins have been left behind by these mysterious people, and one of the most remarkable of these is "The Natural Wall" in the hill country, not far from what is now Calumet.



VIEW OF THE CAVE ROCK, LAKE SUPERIOR.

The illustration on this page is reproduced from "Tour to the Lakes," by Thomas L. McKenney, published in 1827.

Portions of this mysterious ruin are still plainly discernible—fragmentary, but so distinctly the work of man's hand that the idea of its being a "natural" barrier is quite untenable. This curious ruin is traceable for a long distance, broken in places and worn by the elements, but close inspection beneath the accumulation of centuries of forest growth discloses a careful construction of great width and probably originally intended to rise to a great height. The manner of its building betrays boundless energy and painstaking care, and "The Natural Wall" still standing in the distant fastnesses of the North Country was as great a puzzle to the travelers of 1826 as is "The Old Mill" at Newport to antiquaries of the present day.

Investigation of some of the mysteries of the "Copper Country" had created a welcome diversion for the Treaty Commission and their party, and given the weary boatmen a needed rest after their long and baffling struggle against contrary winds, so that the reloading and embarkation were accomplished to the cheerful accompaniment of voyageur song and laughter, and with renewed courage the party prepared to attack the problem of doubling Keweenaw Point. This long arm runs far out to sea, and points a treacherous finger under the waves; the surf pounds with resistless, never-wearying fury over the sandy bar and the barges were obliged to beat far out in order to round the Cape in safety. It was a long, strong pull, but the powerful arms at the oars gained steadily, and the progress, though slow, was sure. The fleet at length rounded to, and rode safely at anchorage at the portage. Keweenaw Point had been "doubled," adding ninety miles of distance to the route usually chosen in the ascent of Lake Superior. The company encamped on the old Indian and fur-trading trail near the portage, and a roaring camp-fire was soon dealing good cheer around the circle.

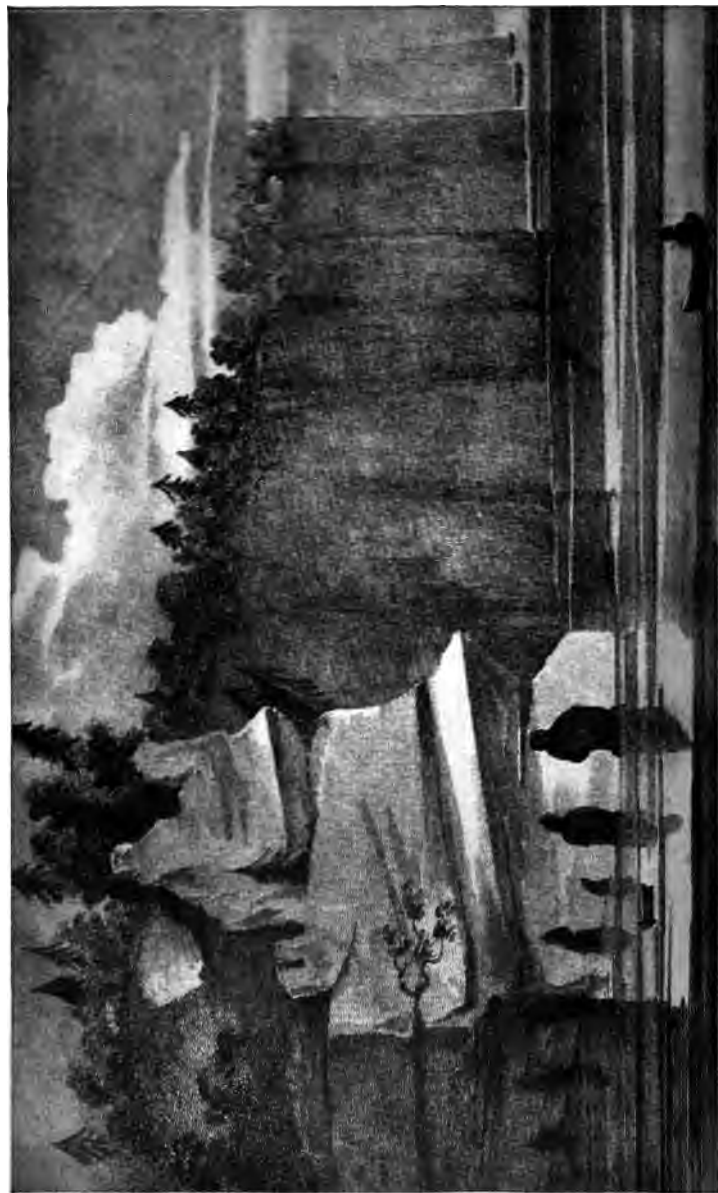
When the party were afloat again—this time on a summer sea—progress was rapid to the Ontonagon River, where another

detour was made for the purpose of exploring the old copper mines along the shores of the famous river, whose name signifies to the red men of the North, "My bowl is gone." The river flows into the lake between level, sanded banks and is one of the largest tributaries to Lake Superior. From earliest times its fame has been great by reason of its being the home of the huge "Copper Manitou," an enormous mass of native ore, the largest ever mined. Traditions of this monster ingot have always prevailed among the Indians and been written of in lands across the sea by the early explorers who were first of the "pale faces" to track the northern wastes. The Ontonagon is almost literally copper lined, giving its waters their peculiar glowing color. Some distance from the mouth of the river are the remains of the extensive mining operations carried on by prehistoric races, the evidences of which are the enormous masses of copper that have been found mined and ready for transportation; some of it taken from the excavations and apparently only awaiting shipment, and some in the mines evidently ready for the rude hoisting machinery, when the sudden and mysterious call came that summoned those busy workmen from their labors and drove them thence into an obscurity that the most patient and learned research has failed to penetrate. The great antiquity of this primitive mining is evidenced by the kind and character of the utensils found in the excavations; from the heaps of rubble and earth still to be seen thrown up along the courses of the copper veins. These are covered with trees, many of them showing four centuries of annular rings. It is also a significant fact in this calculation that neither the present race of Indians nor those who lived and went their way long ago to the "Happy Hunting Grounds" have any traditions whatever relative to a race who peopled this land and mined for metals before their occupation. If the North Country had no other feature of interest the intense mystery of its ancient mining

industry would still be a magnet of strong attraction. It is an old country and a storied land, where the feet of countless thousands have worn imperishable trails over the eternal hills; and the work of many a vanished hand still remains in heaped up mounds of earth, and great caverns where the tools that dropped from busy fingers may yet be found buried with the mineral wealth that seems to be the explanation of their presence in the far north of the Lake Superior country.

From the mouth of the Ontonagon it is but a little over two hundred miles to the Fond du Lac, and the weary eyes of the Government party were beginning to peer anxiously northward for evidences of the promised land. From Ontonagon to Iron River is a district of heavy winds, and the zephyrs played not lightly with the fleet. The winds blew fresh and keen and the waters broke over the boats, but the sky was cloudless except for those never-absent "Lake Superior weather clouds," which a mariner of a later day has described as "the softest, roundest, most feather-like vagrants that ever loafed like lazy swans in heaven's ethereal sea." As the fleet crept up toward Iron River the Porcupine Mountains loomed over the horizon, seeming prodigious elevations rising gradually out of the lake for the distance of half a mile, when they suddenly shoot up into towering peaks.

• At Black River the party came upon the first real evidence of human proximity seen for many days. A canoe was sighted, at some distance, containing a solitary boatman, who seemed anxious but fearful to approach the fleet of canoes and barges that were now sweeping grandly up the lake under a favoring wind. By his caution and his utter silence the boatman was recognized as an Indian, and all the friendly signals known to the Indian code were made for him to draw near. Coming at length alongside, the stranger, a Chippeway, was tendered the usual gifts and the pipe was passed. He then told of some of



VIEW OF THE CASTLE ROCK, LAKE SUPERIOR.

The illustration on this page is reproduced from "Tour to the Lakes," by Thomas L. McEwen, published in 1877.

his people on shore, cold, ragged and starving. Their needs were relieved, and the boatman was invited to come on with his people to the grand powwow soon to be held at the Head-of-the-Lake. Near the mouth of the Montreal River other canoes came within hail, the occupants of which explained that they were on their way down in search of some of their tribe whom they knew were in want, because the woods along the shore in that locality were on fire, which was the signal of distress among the scattering bands of Chippeways.

Off the Montreal River the Apostle Islands first came into view, vague and distant specks on the northwestern horizon. Slowly they swung into line, one after another, dark and tiny at first, then changing into actual form and gradually assuming the aspect of a continuous line. Then breaking, to reveal the dark blue lake, one after the other, they spoke their identity and stood out each in its rock-ribbed grandeur, until on all sides the Apostles, many times twelve, were looming and disappearing, pushing forward and darting back to give place to brother isles—a glorious sight in the clear blue air of that long gone July day. All along the lake were canoes full of Indians, all apparently on their way to the Fond du Lac. As the fleet was discovered, the invariable Indian tactics were resorted to—silence, caution and unbroken reserve. The friendly signs were all received with the usual taciturnity, the presents and the invitation to the treaty accepted with the customary grave condescension. The scene was now rapidly changing from the impenetrable solitudes of the shores down the lake to almost the animation of real human habitation. The old trading-post and mission on Madeleine Island, though sadly dilapidated, imparted to the entire locality that intangible something that bespeaks civilization in the air. As the fleet drew near to the great bay of the Fond du Lac, they fell in with scores of canoes, all bound up the lake to the treaty ground. Here again the white men were impressed



SKELETON OF A CHIPPEWAY LODGE.

The illustration on this page is reproduced from "Tour to the Lakes," by Thomas I. McKenney, published in 1827.

with the silence and caution of the Indians approaching shore, and the precision that marks every movement of their landing. Colonel McKenney's diary very graphically records this peculiar maneuver: "When two hundred yards from shore, the regular strokes of the paddles cease, and every now and then a long and single stroke is given by one of them—when the paddle, turned edge foremost, is held with its handle in the position in which it was when the stroke was given, and the blade pressed against the side of the canoe till another motion is needed to keep the canoe going, when it is lifted softly out of the water, another stroke is given and all is still again. It is interesting to see a dozen canoes coming in on a smooth surface thus silently, and to see the steady composure of their painted and naked burdens. On landing—which on a tolerably smooth beach and in still water the Indians always do by running the canoe on, bow foremost—the moment she strikes, and before her onward motion is stopped, they rise and, stepping right and left out of her by throwing their legs over the gunwale in the water, walk deliberately on the beach, each with his pipe and pouch, leaving two who take up the canoe by the bars and walk out with it, putting it on the sand."

Nearly opposite the mouth of Brule River the dim outlines of the north shore become visible, and to the tired travelers it seemed that their toils were nearly over; and when, at a distance of ten miles, the long, ghostly arm of what is now called Minnesota Point was discernible, stretching out across the bay from shore to shore, a cry of "Le Fond du Lac" went up, and from every heart there breathed a fervent thanksgiving for dangers safely passed and welcome rest at hand.

The Head-of-the-Lake, where Duluth now stands, was then a wild and rocky coast where the north shore sweeps in to meet the end of the bay, while the south shore spreads out low and flat. Here the long protecting arm of the "Point" opens for the



FRONT VIEW AMERICAN FUR COMPANY'S BUILDING, FOND DU LAC.

The illustration on this page is reproduced from "Tour to the Lake," by Thomas L. McKenney, published in 1827.

passage of the St. Louis River, and through that gateway the Government canoes and barges pulled a steady course, escorted on all sides by fleets of canoes containing the dusky warriors, all bound in for the great ceremonial. An encampment was located on the inner side of the beach by the river side, and preparations at once commenced for the final stage of the journey up the St. Louis, twenty-four miles, to the American Fur Company's establishment, where the speeches were to be made, the treaty dance conducted, the calumets smoked and the grand powwow gone through with in full accordance with the exacting dictates of formal Chippeway etiquette.

Thus was the perilous voyage ended after days of discouraging labor against heavy seas and dangerous winds; buffeting waves mountains high, and over toilsome portages where the barges must be unloaded and everything transported on the backs of the patient boatmen on trails that were overgrown and full of pitfalls. Such a progress can scarcely be conceived in this day when a train of luxurious cars whirls one over tracks of smoothest steel from the Sault to the Head-of-the-Lake in fewer hours than it took days for the weary voyage of the Treaty Commission of 1826.

DULUTH, SOUTH SHORE & ATLANTIC RAILWAY.



A TRIP TO DULUTH IN 1902.

WESTWARD to the Head-of-the-Lake, via the Duluth, South Shore & Atlantic, is a journey of unwearying interest and unsurpassed comfort, and the traveler who takes the journey from Sault Ste. Marie to Duluth in the South Shore's new train, "the North Country Mail," will be convinced, at the outset, that the railroad is keeping pace with the growth of its territory and the demands of its patrons.

It is not the intention to describe the details of the trip Sault Ste. Marie to Duluth as it is made at the present time, for the traveler simply pays the fare and the railway company does the



THE NORTH COUNTRY MAIL.

rest; but pleasure is taken in introducing the reader to the superb accommodation that is furnished by the North Country Mail for a journey that now occupies but fifteen hours, instead of as many days, as at the time of the framing of the treaty of Fond du Lac.

The North Country Mail is Duluth, South Shore & Atlantic from the engine's pilot to the signal lamp on the last car of the

train, as on June 1, 1902, the company inaugurated its own Sleeping Car System.

The exterior of this superb train is painted in vermilion,



DAY COACH.

decorated in black and gold; it is full vestibuled, electric lighted and steam heated. The accompanying illustrations convey but a faint idea of the elegant and luxurious appointments of this twentieth century train. The two new trains which constitute the North Country Mail went into commission June 1st, and consist of four cars each. They present to the twentieth century traveler a combination of perfection of the various crafts and arts that are



SMOKING CAR.

employed in modern railway train building, and illustrate the popularity of "The Marquette Route," as they are supplied to meet the requirements of the high-class travel to which this northern line caters.

The sleeping cars are equipped with all modern improvements for safety and comfort. The ends are fitted with wide vestibules, standard steel platforms and anti-telescoping device. Much

thought and study have been given to the strength of construction, to meet the increasing demands of heavy and high-speed trains. They are provided with ten sections, stateroom, smoking compartment, lavatories and ladies' dressing rooms, and are about four inches higher than the standard sleeping car. This feature will be appreciated by the traveling public, as it allows two inches more head room in the lower and upper berths. The berths themselves are of the latest style, and when closed add much to the beauty of the interior of the car, being semi-circular in form, the front of each embellished with a lovely design in green and gold.

The style of architecture is of the Empire period: but in place of using the heavy relief carving and ornaments of brass which obtained with the original



SLEEPER.

Empire style, the designers have employed marquetry or inlaid work for ornamentation: amaranth, satinwood, tulip, white holly, English oak, olive, cherry, saffron, prima vera, evergreen holly, pearwood, being utilized in the various designs, producing a smooth surface besides adding color to the ornamentation, made possible by the use of these rare woods in their natural colors.

The main room, corridors and toilet rooms are of Saint Jago mahogany and the stateroom in prima vera, or white mahogany.

There are several new features in connection with these sleepers that are presented to the traveling public for the first time, notably the curved ends of the seats, which adds to the comfort as well as the general effect of the main room. The interior of



SLEEPING CAR.

the cars is highly finished, representing the best in the cabinet-maker's art, and plate glass and handsome inlaid panels are abundant.

Special care has been given to the formation of the ceiling of the car. The deck windows are of rich cathedral glass set in metal frames, half elliptical in form, with tapering arches supported by corbels. To accentuate this artistic effect the ornamentation usually used on ceilings has been omitted and a soft green color has been used, making an unusually handsome background. The Wilton carpets, upholstering, draperies and other furnishings are of a delicate green color, harmonizing with and complementing the rich shade of the mahogany.

Electric lights illuminate the entire train; the sleepers, first-class carriages and smoking cars being equipped with sixteen-candle power lamps, placed singly and grouped in electroliers. The engine and dynamo furnishing the current are located in the baggage car, the power being supplied by the locomotive. Each

section of the sleeping cars is equipped with a newly designed incandescent lamp.

The coaches are elegant in appearance and construction; they are equipped the same as the sleepers with wide vestibules, have large and commodious lavatories, and handsome parcel and clothing racks of ornamental brass run the full length of the cars. The seats are of the high-back, "walk-over" kind and are upholstered in the best possible manner—with plush in the first-class carriages, and with cushions and backs of the seats in the smoking cars of rattan covering. The first-class cars are artistically paneled in Mexican mahogany, and the smokers, which are divided into two compartments, are finished in quarter-sawed oak.



THE NORTH COUNTRY MAIL AT MARQUETTE.

The route of the North Country Mail is shown in the bird's-eye view map which is the foreword of this chapter. To present with greater emphasis the phenomenal growth of this wonderful country since the days of the Government treaties, some facts

and figures, together with descriptive matter, are herewith submitted. Figures do not lie and facts are knotty problems, so that the statements herein made may be accepted without the usual qualifying *granum salis*. The country which in 1826 was untracked forest is now bustling with a rush of life distinctly typical of American progress, full of the promise of still greater achievements and the determination to accomplish all.

At the "Atlantic" terminus of the "South Shore Railroad" are the twin cities that stand on either bank of the River St. Mary, just where Lake Superior makes its leap nineteen feet



STATION AT SAULT STE. MARIE.

to Huron's level. They are sisters in all intent and purpose, though one raises the Union Jack to the honor of "God Save the King," and the other flings aloft the Starry Flag at the peal of "My Country, 'tis of Thee." Sault Ste. Marie in Michigan and Sault Ste. Marie of Canada are the proper names, but "American Soo" and "Canadian Soo" are their familiar titles. They are cities of modern and progressive spirit in spite of the fact that the date of their birth is far back in the old fur-trading days, when their fortunate geographical situation made the little hamlets the rest and recruiting place for all the traffic and travel between the lower and upper lake countries.

As this is the only point between Port Huron and Duluth (a distance of over eight hundred miles) where a railroad crossing can be made between Canada and the United States, the wonderful development in that locality is natural and inevitable with increasing railroad facilities pushing open the North Country gates wider and wider each succeeding year. Four railroads have thus far knocked at the opening portals: The



GENERAL WAITING ROOM, SAULT STE. MARIE STATION.

Canadian Pacific, from the East, connecting with the D. S. S. & A., which swings into the Sault from the mineral and timber lands of the Upper Peninsula and from the iron country of Northern Wisconsin and Minnesota; the Soo Line from the West, and the Algoma Central, now nearly completed. This latter named railroad is the latest arrival at the Canadian Sault from the

Hudson's Bay country and the Michipicoten iron district. It is a venture of the utmost promise, and when completed will be one of the finest railroad properties in the world. Its completion insures boundless prosperity to the cities on either side of St. Mary's River.

"Success in any enterprise hinges on power," and power in the commercial world means large capital and genius to direct it. Both of these essentials have been secured to the two Soos.



GOVERNMENT PARK, SOUTH SAULT STE. MARIE.

The situation has been recognized and met. Millions of dollars have poured into the country at the command of men of keen wit and ready action, to be dispensed entirely for the benefit of these towns and their immediate environs.

The natural resources of the district have been quick to feel the touch of power, and the response has been and will continue to be stupendous, in wealth and magnitude. Breadstuffs, timber and minerals are available in inexhaustible quantity and are already pouring a steady inflow toward the Sault Ste. Maries.

Lake Superior has been called the greatest mill-pond on earth. The water at "the leap" has a fall of nineteen feet, representing

at least one hundred and sixty thousand horse power. This tremendous force is to be shackled by the Lake Superior Water Power Company, which is constructing the largest water power canal in the world. This power, of course, offers unrivaled manufacturing opportunities that are being seized and utilized with gratifying results.

At the American Sault millions of dollars have already been expended in manufacturing plants. The Union Carbide Company, of Chicago, are building the largest plant of this kind in the world, which means a substantial increase in the city's population as well as incalculable addition to her material wealth. Another one of "the largest producers" utilizing the water power is the American Alkali Company, capitalized at thirty millions of dollars. The manufacture of leather is represented in a large factory devoted to the production of "uppers" and split leather. A woolen mill is also in successful operation, and growing with the expanding tide of commerce at the Sault. The lumber industry is also close to the front, and the incessant whirring of the "buzz-saw" is heard by night and by day. The two Soos confidently expect to become the home of the most extensive iron and steel works on the American Continent. That sounds boastful; but this enterprise is entitled to a little self-esteem, at least, because they have good argument and reason on their side, chief of which are, that with unlimited quantities of the highest grade ore that has ever been discovered; with hardwood forests equal to any demand in the yield of charcoal; with power unsurpassed in magnitude and produced at a lower cost than can be realized at any other competing point, and with transportation facilities communicating directly with the natural points of distribution, the iron and steel industries will be in position to meet any competition that the present or the future can develop. The United States Steel Company, or "The Steel Trust," is not excepted.

At the Canadian Sault an extensive steel plant is already in operation, producing rails and structural steel. The iron for these mills is supplied from the company's own mine at Michipicoten, and every step of the progress from the ore to the finished product is represented in this industry.

The Algoma Iron Works is one of the prominent industrial features of the Canadian city. This institution is a veritable hive of human industry in which skilled labor is prominently conspicuous. Up-to-date machinery with every form of modern appliance has placed this company in position to meet the



U. S. SHIP CANAL, SAULT STE. MARIE, MICH.

demands in either repair work or new construction. A one-half inch bolt, five hundred horse power dynamo, or a railroad locomotive, are handled with equal facility. The associate companies operating at this point are the best customers, and explain the phenomenal success and satisfactory dividends declared by the Algoma Iron Works.

Charcoal also has a conspicuous place among the manufactured products on this side of the river, and conservative estimates of the consumption of this form of fuel figure that it will require timber from twenty-five acres of land daily; but even at this

rate the company operating this industry controls sufficient acreage to meet their needs for the next twenty-five years. Following the removal of the hardwood timber the rich soil of this section will be transformed into productive farms, securing thereby a rapidly expanding agricultural community.

Another of the important factors in the growth of this district is the production of pulp. The Sulphide Pulp Mills, recently erected at a cost of over three hundred and fifty thousand dollars, are among the largest and most complete in this country, and still another of the wonder workers of the locality are the Nickel Ore Reduction Works. The industry of producing nickel steel from the inexhaustible nickel ore mines owned by the Lake Superior Power Company is destined to become one of the Sault's greatest enterprises. A plant for this purpose on the Canadian side, representing a value of over three hundred thousand dollars, will soon be placed in commission. This plant, through the application of electricity and methods discovered in operating an experimental plant, is destined to revolutionize the nickel steel industry. We predict that in the near future the governments of the world will obtain armor plate for their war vessels from the great works to be located at both the American and Canadian Saults.

Other industries, actual and contemplated, include Alkali Plants, Copper Reduction Mills, Iron Works, and Paper Mills.

All of this phenomenal expansion, linked with a solid, substantial growth, must of necessity have a controlling and a directing force—a power to plan and a will to execute. These are embodied in the man who has been called the “Wizard of the North,” Mr. F. H. Clergue. To him, perhaps more than to any other one man, is due the credit of the tremendous achievements already manifest and the certainty of yet greater things in the very near future. Mr. Clergue indulges in the most optimistic hopes as regards the future importance and greatness of the

Sault Ste. Maries. He looks forward to a time not far off when there will be cities of two hundred thousand population on both sides of the river, and he works heart and brain to realize all that he hopes for; and in addition to being a man of action, he is blessed with practically unlimited resources to carry his schemes to a successful issue.

Of course, to know Sault Ste. Marie is to know about the wonderful and interesting ship canals that raise and lower the



IN THE LOCKS, SAULT STE. MARIE.

mammoth leviathans of the deep between the levels of Lakes Superior and Huron.

Already with the largest ship canals in the world, the volume of traffic daily "locked

through" is so great as to keep the waterways choked all the time. The delays at the locks on this account are often so long that there is usually an interesting race between lake greyhounds as to which shall arrive at the canal first and avoid the long wait.

The Government Park, lying along the banks of the canal, is a charming spot in itself, cool, shaded and quiet. Here one may sit for hours and watch with untiring eyes huge whalebacks, heavy freighters, magnificent passenger steamers and countless smaller craft that pass to and fro in endless procession on their ways from "lands of sun to land of snows," and those whose course being run, are returning from "land of snows to lands of sun." The wide canal wall is the point, however, from which to realize the stupendous workings of this almost human machinery. It gives one an uncanny feeling to sit by

and watch a mammoth boat glide gracefully into the canal lock, riding proudly on the topmost wave; then, sooner than one can realize the "lightning change process," the locks are closed, the canal is emptying and the boat is slowly and silently sinking. Nineteen feet the waters recede, then the gates are opened, the boats resume their course, and the lock awaits an upbound fleet. These come in on the lowered tide, the gates swing to and immediately the buoyant water is lifting its gigantic burdens as easily as it had helped the lowering craft on the downward course. Opposite the Government Park, affording a commanding view of the canal and the tumbling waters of St. Mary's Rapids beyond, is the Hotel Iroquois, a beautiful building of colonial architecture. A broad colonnade veranda clear across the hotel front is ample welcome to the coming guest, while a cheery assembly hall within the door but completes the rising sense of comfort. This hotel is one of the attractions of Sault Ste. Marie by reason of its location, and its wide reputation for elegance, substantial comforts and excellent table. The Iroquois is provided with every means of enjoyment, and is presided over by a host who knows the wants of mankind and can even anticipate their whims, which of course is the acme of perfection applied to hotel management.



DOCK, SHOWING GOVERNMENT BUILDING,
SOUTH SAULT STE. MARIE.

Sault Ste. Marie has, from the days of its infancy, been the seat of a Government army post. Old Fort Brady is famous in this country's annals, but old Fort Brady has passed with the

passing of the Indian and the voyageur, and new Fort Brady is Sault Ste. Marie's proud possession. It occupies a slightly hill-top, is substantially built of red brick and brown stone, and Old Glory waves over four companies of Government troops stationed there. One of the delightful drives at "The Soo" is up to the fort, where an unrivaled view is had of the queenly cities on both sides of the river, the rushing waters of the rapids between and the never-ending panorama of the passing boats. Another pleasant drive is to the Country Club and the golf links, where



HOTEL IROQUOIS, SAULT STE. MARIE.

there is a charming club house, whose guest book is always hospitably open.

The Government fish hatchery is also a point of interest to sightseers. A short walk across the park and the canal bridges brings one to a little point of land reaching into the river where the rapids tumble wildest. Here the hatchery is located, where an abundant supply of the coldest of water and every modern appliance for the nurture of fish produce results than which the records of Government fish culture show nothing more satisfactory.

Such are a few of the attractive features of Sault Ste. Marie, but these are only picked from the grand aggregate because some must be chosen as typical from the many that are called as representative of this unique and interesting place.

Westward from Sault Ste. Marie the D. S. S. & A. R. R. passes through a country which has awakened from a long slumber of lonely grandeur to a life of twentieth century activity,



MARQUETTE STATION.

and there have already come into being many cities and towns, imbued with spirit of busy, earnest purpose.

One hundred and fifty-five miles west, via these rails, from the Sault is the Queen City of the North Country, busy, famous, cool Marquette, the home of the D. S. S. & A. R. R., the center of a great radius of interests reaching into the iron, copper and lumber districts of the Lake Superior land, a city of beautiful homes and intelligent, cultivated people, and a summer

resort that for comfort, rest, recreation and enjoyment of every sort has not its equal on the whole wide sweep of the great lake. Beauty of location and accessibility from north, south, east and west, have combined to push Marquette to the front in the procession of the North, growing steadily and substantially, from a little frontier post-office fifty years before iron commanded the attention of the world from its northern throne, into a thoroughly modern city of fifteen thousand people, enjoying



INTERIOR OF WAITING ROOM, MARQUETTE STATION.

every known accessory that makes for the comfort, luxury and stability of wide-awake American people. It may be said that "Iron is King" at Marquette, for most of its chief interests are either directly or indirectly devoted to that factor; but there is also a stout array of able coadjutors springing up around this monarch, which are committed to making Marquette cosmopolitan in its interests and unlimited in its field "of the world's work."

Marquette has not the antiquity of some of her sister cities, but she already takes a lead as a place of homes, of resort from the summer heat of the lower countries and an unrivaled refuge for all who are compelled to flee from the torments of the hay-fever weed. The first and strong impression that the stranger receives of Marquette is of comfort and peace and plenty. Situated on commanding hills that roll proudly back from the water's edge, it bespeaks at once the admiration of all who enter. Wide streets, smooth and hard as adamant, lined with substantial structures built of the famous Lake Superior sandstone; a finely equipped electric street railway; elegant and attractive hotels, provided with all the requirements of the "new woman" and her well trained and properly managed consort, are the features of that



WASHINGTON STREET, LOOKING EAST, MARQUETTE.

part of the town which lies at the foot of the hills along the water side. Up on the hilltops are broad avenues shaded by great waving, arching maple trees that meet their opposite brethren high over the middle of the street; splendid mansions surrounded by sumptuous lawns, and dainty cottages set in a bower of greenery. Churches of every denomination tell the story of Marquette's faith, and their general air of prosperity attest the strength of its convictions. Educational advantages keep pace with religious opportunity. The schools and colleges at Marquette are already famous, and neither money nor labor is spared to make these facilities the best in the country. The Peter White

Public Library, a gift to the city from the Hon. Peter White, in whose honor it bears its name, occupies a snug little building furnished and equipped with every attribute of a complete treasure-house for the mind. A charming opera-house with a seating capacity of one thousand people is another esthetic attraction. This play-house is the delight of the actor-people, by reason of its perfect stage appointments and its "roomy" accommodations.



MARQUETTE CITY HALL, MARQUETTE.

Marquette's great glory is Presque Isle, a high headland 328 acres in extent, which the city holds by right and title forever for a public park. A fine hard road extends along the narrow neck of land which just saves the headland

from being wholly an island and makes it only "presque (almost) isle." After entering the park, this drive curves away to the right, and, keeping as close as is safe to the edge of the rocky shores, by a graceful ascent, it reaches the bold promontory that forms the extreme point of Presque Isle. The park is blessed with abundant shade, for the first-growth forest trees still wave their lofty crests, secure in the might and majesty of undisputed reign. It has been the object of those in charge of the beautifying of the park to keep the appearance of the forest primeval as far as possible. They have cleared away

only sufficient undergrowth to permit a bit of public playground and glimpses, here and there, of the greensward bright and fresh against the deep blue background of lake and sky. Of course, every public park must have a "zoo" for the entertainment and instruction of the small people, and this essential has not been overlooked at Presque Isle. The park is easily reached from the city by the electric railway, and is also an ideal objective for a row or sail on the lake. There are a number of steam and naphtha launches which easily make the run around Presque Isle to the islands and inlets beyond.

Middle Island Point, beyond Presque Isle, is a charming spot for cottage life, and already quite a settlement of Marquette people have their summer

cottages on its rocky shores, where the prospect upon which they may look without tiring for days and weeks is the ever-changing, fascinating color of Lake Superior's wide glory and the deep, tangled, mysterious forest that reaches almost to the water's edge.

Marquette and vicinity is the angler's paradise. The trout streams of that locality are already in the book of fame. Within



FEDERAL BUILDING, MARQUETTE.

a radius of a dozen miles of the city are scores of choice fishing resorts, including the Dead River, the Salmon Trout River, Chocoday, Laughing White Fish, Huron and the Yellow Dog, all of which yield an abundant reward for a day's or a week's sport.

An outing of rare enjoyment is a trip by boat from Marquette to the Pictured Rocks, a fine little steamer making regular trips during the summer months.



BLACK ROCKS, PRESQUE ISLE.

With such a wealth of attractive features, the blessing of an ideal summer climate, and its accessibility, Marquette easily maintains its claim to being a perfect summer resort, alike for the health and pleasure seeker. It is also the only point making any real pretensions in that direction on Lake Superior. Such claims are amply justified, and Marquette continues to grow in popularity year after year. It is also rapidly advancing into prominence as THE great hay-fever resort of the North Country by reason of climate and perfect physical conditions. Other diseases also find conditions inimical to their existence in Marquette. Anyone suffering even the most aggravated forms of asthma and malarial disabilities may be sure of complete relief within a week, and the majority of such cases report ameliorated

conditions in less than a day. Medical authorities concur in the verdict rendered to Marquette and vicinity of being "the most healthful spot on the American Continent."

Thirteen miles west of Marquette are the twin cities of Negaunee and Ishpeming, three miles apart. These towns are the home and center of the largest iron region of America. Situated high on the iron mountains from which they draw life, their cheerful activity and pleasant aspect proves at once that iron is the greatest tonic in the world.

In the heart of the Marquette Range, Negaunee is endowed with a plentiful share of Nature's blessings. Recent explorations show it to be situated in a bight or loop of the great iron ore formation of the country, for there is a bed of high grade ore all about and under it. The development of this, it is estimated, must increase the present population of something near



LIGHTHOUSE POINT, MARQUETTE.

8,000 to at least 25,000 within a few years. It was here that Lake Superior iron ore was first discovered nearly sixty years ago, and there is no question but the field is yet in its infancy, and fortunately its people may safely look to the great aggregations of capital for a speedy development, now that these interests have fallen into such hands. There can be no further question regarding its available resources during the current century.

Besides a well-built town with schools and churches, a fine system of streets and some of the most beautiful drives in the great Northland, nature provided the beautiful rock-bound, spring-fed body of water known as Teal Lake, some two miles in length by about one mile in width, from which the city water supply is drawn. This, the Carp River, its tributaries and other streams within easy distance and by beautiful drives, abound with speckled trout and other game fish and withal some of the most beautiful scenery extant. At no point on the American



THE CAVE, PRESQUE ISLE, MARQUETTE.

continent can be found a more health-giving atmosphere, nor one offering greater diversity of forest, stream and comfortable city life, than here. The claim of the people of Negaunee is that it is practically the geographical and commercial

center of the Northern Peninsula of Michigan—the little neck of land laid down on the map that is approximately contributing three hundred millions of dollars annually to the wealth of the nation in iron, copper, gold, silver, timber, slate, feldspar and sandstone, and is therefore relatively the richest section of the United States.

Ishpeming is the Indian's word for heaven, and the red man of the north could not, in early days, have found a fairer spot to typify his happy land of promise. Today, however, if his wandering wraith should seek the Ishpeming of the North

Country, he would find a distinctly up-to-date heaven, more adapted to and in accordance with the ideas of the very modern and civilized white man. Six immense iron mines, with their various branches, claim this heaven as their home. Iron is the main support and all-important industry of Ishpeming. Its very streets are veneered with the red dust of silicious ores, and in all respects it is truly called by modern men the "Hematite City."

Depending upon this all-important industry is a population of 14,000 souls, consisting generally of people from Finland, Sweden and England with a large number of native Americans, most of whom are miners; yet not by any means is Ishpeming an uncouth mining town. Its school system, including domestic science, manual training, etc., with



FATHER MARQUETTE STATUE, MARQUETTE.

handsomely furnished buildings and modern equipments, is second to none and far superior to many schools in the cities of the East and South. It has a handsome city hall and other buildings, an up-to-date library, modernized stores, three newspapers, electric lighting and street railway, a natural water system, many mercantile and commercial enterprises; over forty organized church and other societies, exclusive social circles, and many citizens of education and refinement. It is a city of thrift and enterprise, and busy crowds throng the stores and streets; yet Ishpeming stands on record as having the most

peaceful, home-loving, industrious and intelligent class of miners in the United States.

The Hematite City occupies a height of over 800 feet above the great lake of Superior, is surrounded by low hills, picturesque rocky bluffs and small lakes, and boasts a beautiful natural country roadway of about twelve miles—the Iron Cliffs drive—which winds in and out among the hills, now running along under the outspreading branches of forest trees, then skirting the edge of a lovely lake.

The winter weather is long and steady, usually five months' continuous snow, which is merrily made use of by the ski and snow-shoe clubs. The clear, sparkling air and smooth, shining roads make sleighing a delight. The summers are not long in this north land, but the air is clear, dry and invigorating, and especially in July and August the early morning air is transparent, balmy, soft as velvet—delightful beyond words to tell. Summer tourists are learning more and more of the pleasure and physical benefit to be derived from a few months or weeks spent in this iron center of the north.

The industry of mining is pre-eminently the main business of the Northern Peninsula of Michigan, while as a producer of native copper it is without a rival in the world. The fame of Michigan's copper mines is universal, due to the wonderful depths at which they are operated, and the gigantic machinery required for their operation. The outlay required to place one of these mines in shape for regular production is not less than \$1,500,000, while in one instance, at least, more than this amount has been expended to sink and equip one shaft. No. 4 shaft of the Calumet & Hecla is about to reach a depth of 8,000 feet, or nearly one and one-half miles on the plane of the copper belt. Machinery capable of hoisting six tons of rock from a depth of 7,000 feet is to be seen at many of the mines. Such exhibitions of skill in the way of modern mining are to be found

in no other country, and it is nothing unusual for foreign governments, especially those supporting technical schools of mining, to send representatives to the copper mines of Michigan that they may carefully study their methods in the interest of these institutions.

This famous district is reached only by the Duluth, South Shore & Atlantic Railway, and the trip from Marquette, made in four hours, presents a constantly changing panorama of



MAIN BUSINESS STREET, HOUGHTON, MICH.

nature's most charming scenic effects. Majestic hills and beautiful lakes come and go in such rapid succession that the tourist is reminded of journeys in the Rocky Mountains.

The first town to be reached after passing through this beautiful stretch is L'Anse, located on Keweenaw Bay, the most beautiful harbor on the chain of lakes. Five miles distant is

the prosperous lumbering town of Baraga, with its busy population of 3,000. Seven miles west of Baraga is Keweenaw, the junction point with the southern division of the Mineral Range Railroad which runs west to Mass City, Greenland, historic Rockland, and Ontonagon. These towns are located in the Ontonagon Copper Mining District and mark the scene of some of the earliest mining operations in the North Country.

At Keweenaw is located the stamp mills of the celebrated Mass mine, which gives employment to the majority of the inhabitants of this new and progressive town.

After passing Keweenaw Bay a view of exceptional grandeur is presented the tourist as he glides along the shore of Portage Lake, while beyond are the magnificent hills whose richness has aided in making Houghton County the second in point of valuation in Michigan. The next stop is at Chassell, a thriving lumbering town and the home of Hon. O. W. Robinson, ex-Lieutenant Governor of Michigan.

Houghton is the northern terminus of the Duluth, South Shore & Atlantic Railway, and is the junction with the Mineral Range system which reaches Hancock, Calumet, Dollar Bay and Lake Linden. It is a town of about 5,000 inhabitants, on the south shore of Portage Lake, the county seat of Houghton County and the home of the famous Michigan College of Mines. All that enters this richest of the mineral districts of the United States, and all that passes out of it, must perforce enter and leave through the town which has so fittingly been styled the "Gateway City" of the copper country. In addition to the splendid service of the Duluth, South Shore & Atlantic Railway to the east and west, and the direct through train service to and from Chicago over that road by the North-Western and St. Paul lines, the Booth and White lines run their splendid steel passenger steamers from Houghton to Isle Royale and points on the north shore regularly, affording opportunity to

visit with ease that wonderful virgin isle in this greatest of unsalted seas.

Houghton is the oldest place in the copper country and is noted as the residence town of the district—a wealthy, substantial and rapidly growing town. A startling transformation has marked the close of its first half century, which is rounded out with this year. New and elegant business blocks have sprung upon its principal business street. New residence additions have been opened up at the east and west ends of the town. The



COPPER ON DOCK AT DOLLAR BAY.

buildings of the Michigan College of Mines have been greatly increased in number to accommodate the increasing number of students coming here to what is now regarded as the foremost mining school of the United States. Indeed the fame of this institution is as widespread as Michigan's bonanza copper industry. It was founded by the state and has grown in size and importance to the extent that it is today recognized as the leading technical school of the world. Numbered among its students are young men from every portion of the civilized globe. Hundreds

of its graduates have already attained high rank in mining circles, and they are to be found in the iron and copper mines of Michigan, the gold, silver and copper mines of the West, and also the mines of South Africa and Australia. The college is beautifully located, thoroughly equipped, and the advantages of its excellent training are open to all at a cost that is nominal. Its graduates have no trouble in securing positions, and in fact there is a constant demand for young men thus equipped.

The famous hostelry of the Copper Country, the Douglass House, is located at Houghton, but the old hotel structure has given place to a new and elegant house, upon the same site and bearing the same name, and, under the able management of John C. Mann (who made the Knight Hotel at Ashland, and its planked whitefish, famous throughout the United States), it is indisputably the finest hotel north of Milwaukee. This claim is borne out by the fact that its hundred rooms are filled nightly and people are continually being turned away.

While for over forty years the world has known of the unparalleled richness of the copper range north of Houghton, including the famous Calumet & Hecla (the world's richest copper mine); the noted Quincy, usually called the "Old Reliable," and the later Tamarack, with its No. 5 shaft (the deepest vertical shaft in the world, which was sunk over a mile down into the earth before a ton of copper was produced from it)—it has only recently developed that to the south of Houghton lies a copper range which alone can equal the famous "conglomerate" of the Calumet & Hecla. On the south range, as it is termed, the recently opened Baltic, Champion and Tri-mountain mines are showing mineral wealth which will in a few years lead to the development of an industry there which will sustain a population of 25,000 or 30,000 people, to whom Houghton will be not only the Gateway City but the source of supplies and the general business center.

The enterprise of copper-country business men is of world-wide fame. It is leading to the placing of Houghton county capital in the mining ventures of every state and territory of the great West and to the organization of immense business enterprises here at home which are the wonder of the chance visitor to the county. In every movement of this kind Houghton is a leader, and its financial and commercial institutions rank in importance and stability with any in the Northern Peninsula. But Houghton is not altogether given over to business. There is a Yacht Club, famous throughout the state, and Houghton



QUINCY MINES ABOVE HANCOCK, MICH.

hospitality is typified in that dispensed at the house of the Onigaming Club. There are golf links that would set the heart of the Southerner aflame with envy and despair.

Indeed, this famous land of copper possesses untold attractions and marvels for the visitor, and if he sees the copper country he sees Houghton, its Gateway City.

Hancock, opposite Houghton, has been called the Hub of the Copper Mining Industry. With the exception of Calumet, it is the largest town in the county, and one of the most progressive, prosperous and flourishing commercial centers of the upper peninsula. It is fast assuming the proportions of a city.

Its shipping and railway facilities are unexcelled. Its water front presents ample and excellent dock accommodation. It is the shipping point for Calumet and the most important port in the county. The Mineral Range, which has a station in Hancock's business center, places the town in close touch with the great railway lines of the country, and the through-car service run over this line by the Chicago & North-Western Railway and the Chicago, Milwaukee & St. Paul Railroad gives it direct communication with the country south and east. It is the headquarters for the Mineral Range Railway, which operates between Calumet and Lake Linden.

As a center of a district in which one million dollars is spent every month in salaries by the various mining companies, the residents of Hancock see for the future even a greater degree of prosperity than that which now prevails on all sides.

Hancock is magnificently situated, and is surrounded by scenery of picturesque and inspiring grandeur. It is an ideal place of residence as well as being a hive of business enterprise and industry. Every month sees additions to its enterprises, that now include machine shops, boiler works, railway repair shops, electric railway power house, smelting works and several large foundries. Among the new enterprises in progress is the building of a theater, which will be among the finest in the State. This will be ready for use by the opening of the theatrical season in September, 1902.

As properly becomes a well-equipped, up-to-date city, Hancock has a modern water supply, a sewer system, paved streets, the most approved fire appliance, public parks and boulevards and fine public buildings. Street cars connect Hancock and Houghton and Calumet, crossing on a bridge that spans the neck of Portage Lake, and thus these three sisters of the copper country join hands to work together for one common object—the advancement of the Northern Peninsula and the fame of

the good red metal that is at once the pride and the source of prosperity.

Calumet in the native tongue suggests pipes of peace and a copper-colored skin. Anglicized it means barrels of wealth, and the real copper metal in tons and tons and tons. The Calumet of the North Country is one of the most thriving, energetic cities on "Keweenaw's copper arm," devoted to the interests of the red metal which has enriched and metamorphosed the Northern Michigan Peninsula from what was, not so long ago, considered merely the refuse heap of the north, to a bonafide El Dorado



RIVER FRONT, HANCOCK, MICH.—HOUGHTON OPPOSITE.

of vast area and limitless wealth. The city of Calumet is primarily the child of the famous Calumet & Hecla mine, and is a composite of several villages which went into history first as Red Jacket, Laurium, Calumet and Tamarack; on which are located the several shafts of the Calumet & Hecla, Tamarack, and Tamarack, Jr., mines, all working on the Calumet conglomerate vein. These, the greatest copper mines in the world, support a population of 25,000 people and exercise a marked influence over the entire community, all of the commercial interests and the general development of "the copper country."

It is worth while to give a moment to the consideration of a property whose scale of operation is on such a colossal plan. Its mineral lands comprise about 2,730 acres in a compact tract. It also owns great tracts west of the Tamarack, on what is known as the mineral belt that undoubtedly carries the underlay of the Calumet conglomerate, but at such a stupendous depth that the project of opening shafts thereon is still problematical. The Calumet & Hecla already has the deepest shaft in the world, the Red Jacket being 4,900 feet, and after one has made the descent of this mine he may well stand dismayed at a proposition to sink a vertical shaft of two miles to reach the metal in the lode west of the Tamarack. The cost of sinking such a shaft would mount into the millions, and the heat at such a depth would prohibit work without artificial refrigeration. It goes without saying that the Calumet & Hecla equipment is the very best and stanchest obtainable.

For instance: The surface equipment at the Red Jacket vertical shaft is in keeping with the shaft itself, which is nearly a mile in depth and required nine years to sink. A quadruple hoist of 8,000 horse power is installed in a magnificent brown-stone building, 70 x 220 feet in size, equal in design and material to the most palatial structures erected for business or residence purposes. In an adjoining building, 70 x 150 feet in size, also of selected Lake Superior redstone, are housed ten boilers, each of 1,000 horse power. At the rear of the engine house is an annex, also of redstone, floored with imported Portland cement and roofed with Bangor slate, 32 feet wide and 412 feet long, in which is carried the fleet gear used in securing counterbalance in hoisting. In hoisting ten-ton loads perpendicularly from a depth of nearly a mile, the weight of the cage and steel cable nearly equals that of the cargo of rock. With the aid of the counterbalance the powerful engines hoist

ten-ton loads at the rate of forty miles an hour, the hoisting speed being about 90 seconds for the vertical distance of nearly a mile—this allowing for starting and stopping. No locomotive ever built could duplicate the record on a horizontal plane.

A complete technical description of all the machinery and appliances of the Calumet & Hecla equipment would consume a small volume. It should, moreover, be seen to be appreciated.

The stamp mills of this company are located at Lake Linden, four miles from the mine. There are two mills, the "Calumet" and the "Hecla," with a third mill now completing, and it is estimated that the milling capacity of these mines will be very



HOUGHTON, MICH., FROM NORTHWEST.

near 7,000 tons of conglomerate and 3,000 tons of amygdaloid, daily. Then there are two smelters for these mines, one at South Lake Linden and one at Black Rock, Buffalo.

It is small wonder that an enterprise of such huge proportions should become the moving finger in the writing of Copper Country annals. It is a community in itself. It maintains educational, benevolent, religious and social institutions, all on broad-gauge and generous scale, for the benefit of its employes. Its hospital sustains a staff of nearly a dozen physicians. Its employes support about thirty churches. It maintains an

independent system of waterworks, owns a large hotel and provides for eight schools on its lands, many of which were actually built by the company itself.

What is known locally as "Red Jacket" is the center of the "Greater Calumet." It has the life and energy of a western



MAIN BUSINESS STREET, HANCOCK, MICH.

mining town without the gambling and border ruffianism peculiar to the frontier. The Saturday evening scenes of this place are a unique feature of North Country sights. For the number of its inhabitants, it is probably the most cosmopolitan town in the county. The mines disburse enormous sums of money weekly, the bulk of which is poured into the Calumet mercantile establishments on a Saturday night, and the main street is as busy and crowded as a Chicago retail street between the hours of 12 o'clock noon and 2 p. m.

The liberality of the mining company in expending large sums of money for improvements is reflected in the acts of the

people. A broad spirit is adopted in dealing with public improvements. Well-paved streets, electricity, a good water system and exceptional facilities for the transaction of business show clearly the prosperous condition of the community. Good hotel accommodations are also the order of the day in Calumet, all within easy access of the mine locations, postoffice, railroad stations and the business center.

A visit to the stamp mills and smelters, where the red metal is prepared for market, is one that will be always remembered, and at the same time prove most instructive and interesting.



MICHIGAN COLLEGE OF MINES, HOUGHTON, MICH.

Lake Linden is reached from Hancock over the Lake Shore route of the Mineral Range Railroad, and as you pass along you see the old Lake Superior Smelting Works, the new Quincy smelters, the Hodge Iron Company, the Portage Lake Foundry

and Machine Works, and get a fine view of the Michigan College of Mines; further along the coal sheds of the Tamarack-Osceola companies; Dollar Bay, where are the smelters of the above companies, and the wire mills; then on the left you go by the Quincy and the Tamarack-Osceola mills, and on the right the Calumet & Hecla smelters, and on entering the town the mills of the same company come in view.

These are the largest mills in the world, and with the additional capacity about to go into commission, will have the ability to crush some 9,000 tons of rock daily. Connected with each of the mills are large sand wheels, each fifty-four feet in diameter, with capacity to elevate 20,000,000 gallons of water and upward of 2,500 tons of sand per twenty-four hours, and the sand wheel for the new mill extension will be sixty-four feet in diameter, with proportionate increased capacity. The pumping engine "Michigan" furnishes upward of 40,000,000 gallons of water required daily for present stamping purposes—and another pump is being installed to meet the increased demand for water on the starting of the new mill extension.

The Calumet & Hecla has its own electric plant for lighting, and is now putting in an electric power plant to run the new mill, when completed, and the result will decide whether all the company's mills are to be operated by electricity or not.

The rock to keep these mills pounding is brought down from the mine over the Hecla & Torch Lake Railroad, a distance of about five miles, and all supplies, timber, coal, etc., are taken from here over the same road for use in the mine.

A short distance to the south, or at South Lake Linden, are the Calumet & Hecla Smelting Works. The smelters are modern in every particular, and certainly the equal of any in the world—and here is refined about one-half the product of the big copper mine.

LAKE SUPERIOR COPPER PRODUCTION.

[From the Boston News Bureau.]

THE DETAILED PRODUCTION FOR A SERIES OF YEARS.

With the filing of official figures of production by the Calumet & Hecla Co., for the calendar year of 1901, it is now possible to detail for a series of years the official production of the Lake Superior producers. We give same herewith in pounds:

	1901	1900	1899
Calumet . . .	74,510,557	77,761,382	89,610,963
Tamarack . . .	18,000,852	19,182,502	18,565,602
Quincy . . .	20,540,720	14,116,551	14,301,182
Osceola . . .	13,723,541	12,566,471	11,358,049
Wolverine . . .	5,300,000	4,789,829	4,500,373
Centennial. . .	950,000	892,500	730,240
Franklin . . .	3,757,419	3,663,710	1,230,000
Isle Royale . . .	2,171,955
Atlantic . . .	4,666,889	4,930,149	4,675,882
Baltic . . .	2,641,432	1,735,060	621,336
Mass . . .	950,000	122,239	42,800
Phoenix . . .	93,643	88,206
Adventure. . .	20,361	23,572
Arcadian . . .	800,000	1,350,000	500,000
Arnold.	856,000	763,911
Miscellaneous. . .	150,000	73,400	50,000
Total . . .	148,286,369	142,151,571	146,950,338

SUPERIOR is the younger of the vigorous Twin Cities at the Head of the Lake. The first organized attempt to build up a city at the western end of Lake Superior, the final inland port of navigation, the place where sail meets rail, was made on the Wisconsin side, but fate decreed otherwise, and for nearly two generations trade and commerce went to the opposite shore. Thus it happened that Superior waited while Duluth took its start in the world. But about fifteen years ago some broad-gauge,

far-seeing men, with ample capital and great energy, took up the task of calling Superior to her own. The townsite of West Superior was platted and the natural forces of trade did the rest. The result is a record in city growth which has not been equaled many times even in the magic West, where many cities were born, as it were, full fledged and thriving. The last federal census gave Superior a population of 31,091, a gain of 159 per cent over 1890 and a gain for the decade prior to 1890 of over 1700 per cent. Superior in a little over a decade became the second city in population in Wisconsin. But the population figures alone do not tell all the story.

It is not far to go back to the beginning of things in this new city. The commerce of the port of Superior has grown from 15,730 tons in 1883 to 6,334,203 tons in 1901. It took 3,624 cargoes to carry this tremendous tonnage. The total value for receipts and shipments for the port of Superior for 1901 is given in the report of the deputy port collector as \$95,247,528. The figures for 1901 show that the receipts of anthracite coal were 571,371 tons; bituminous coal, 1,349,181 tons; salt, 120,903 barrels; sugar, 286,000 barrels. The shipments include 3,219,721 barrels of flour, nearly 18,000,000 bushels of wheat, 6,374,075 bushels of flax, 5,000,000 bushels of corn, 2,500,000 bushels of barley; the shipments of iron ore for 1901 were 2,321,079 tons; nearly 82,000,000 feet of lumber was shipped during the same season. These items are a measure of the great and growing commerce which is the basis of the business of Superior.

Incidental and consequent to this great development of commerce, there has sprung up a manufacturing and wholesaling interest which, together with the work of handling and transferring from sail to rail and from rail to sail, forms a substantial foundation for the present prosperity of the city and a security for its future growth and greatness.

The harbor of Superior and Duluth—the latter city occupying one end of the harbor—is formed by a natural breakwater extending across the head of Lake Superior and including the spacious bays of Superior, St. Louis and Allouez. This harbor bounds the site of the triangular level plateau on which Superior is situated, and affords the city nearly fifty miles of absolutely secure and easily accessible water front. The Government has appropriated \$3,000,000, under the continuous contract plan, to deepen the main channel to twenty-one feet, and private industry has already constructed several miles of slips tributary to acres and acres of docks. Here are located elevators, merchandise docks, flour sheds, coal docks, wholesale houses, ore docks, saw mills, and other important industries which depend upon the facilities of cheap water transportation. The elevator capacity of Superior at the present time is 19,225,000 bushels. This capacity has just been increased by the building of a steel elevator, the largest of its kind in the world, with a capacity of 3,200,000 bushels.

The manufacturing that is carried on in Superior is varied and important. The list of the present industries include a large grass twine factory, a windmill factory, iron works, chair factories, cooper shops, saw mills, linseed oil mills, stone works, an adamant factory, and many other labor-employing institutions. Superior has five large flour mills with a daily capacity of 22,000 barrels. More than one-half the flour from these mills is shipped direct from Superior to European ports.

One of the distinctive and important industries of Superior is the shipbuilding yard where the famous "whalebacks" are built. The ship yards have in connection two dry docks, the only ones on Lake Superior. The new one built in 1900 is 605 feet long, the largest on the great lakes. They also build marine engines and all equipment for vessels. During the past winter the iron ore fleet has been wintered at Superior for

repairs. This consisted of some forty-two modern steel vessels. Superior is the terminus of two transcontinental lines: the Great Northern and the Northern Pacific. The Duluth, South Shore & Atlantic furnishes a direct outlet to the east for the city, and there are already three lines between Superior and Minneapolis and St. Paul.

The development of the natural resources about Superior is only beginning. Millions of feet of pine yet remain, and there is great wealth in the hardwood forests tributary to Superior. The actual settler follows close in the wake of the lumberman. The Mesaba iron range, directly accessible to Superior, furnishes the ore which is shipped from its docks. An extension of the Michigan copper formation in Douglas County, Wisconsin, about fifteen miles from Superior, is being opened up.

Superior has an extensive and complete system of schools and a state normal school is located here. The city is just completing a \$50,000 library which was donated by Andrew Carnegie. A bill has passed congress to provide for a \$300,000 public building for Superior.

Superior has several first-class hotels. These furnish special accommodation to a large and increasing colony of summer tourists and hay fever patients who are attracted to this locality by the favorable climate and cool, comfortable summers. Fishing and hunting resorts about Superior are too numerous to mention and are easily accessible. Numerous beautiful and natural camping and outing resorts can be reached within an hour's ride of the city. The social features of Superior are not by any means unworthy of the recognition which the city claims. A fine opera house affords an opportunity to witness the latest and largest plays, and a club house, on St. Louis Bay, built last season, is a popular factor in Superior's social success.

The convenient street car system gives access to all parts of the spacious townsite and connects by an interstate service with

Duluth, via the magnificent interstate bridge. Ferries connect with Duluth and with Minnesota Point, a coming summer resort.

Superior includes West Superior, South Superior, Superior, Allouez and Itasca. The whole is sometimes spoken of as The Superiors. They are all under one city government and are becoming, each year, more closely bonded together. The whole city lies in Wisconsin, across the St. Louis river from Duluth in Minnesota.

Duluth and Superior and the suburban towns together have a population considerably exceeding one hundred thousand, and for all practical purposes of business and pleasure they are one city.



DULUTH DEPOT.

DULUTH, Head-of-the-Lake, is a city of limitless ambitions and boundless possibilities—in 1826, a settlement pertaining to the business of the American Fur Trading Company's Post on the St. Louis River; in 1902, a proud and splendid city devoted to every interest known to civilized man throughout the world. "Where rail and water meet" on the waterside, is Duluth's business center; where hill and sky-line touch on green-crowned heights, is the city's home center. There her



DULUTH

people live in the serene enjoyment of beautiful surroundings and superb views, and breathing an atmosphere that lends all there is of enchantment and grace to life.

Duluth's is an almost unique spot for a city's location. The high wall of hills circling around the bay encloses a narrow strip of level at the water's edge on which are located the mammoth commercial interests that are the mainspring of North Country prosperity. Figures are perplexing and statistics maddening, but if there is a desire to "look in the book and see" the record of phenomenal development to the credit of this daughter of the nineteenth century the showing may not be uninteresting. It shows, for instance, lumber business jumping from 35,000,000 of feet cut in 1880 to 675,000,000 in 1900; wheat and flour soaring from a modest 1,347,679 to 89,634,917 bushels within the same period, and other grains showing increase from 50,000 to 21,755,693 bushels. The capacity of elevators increased from 560,000 to 34,500,000. Iron ore output, from none in 1880 to 8,000,000 tons in 1900. It shows a population of 3,483 in 1880 and 52,969 in 1900. The same ratio of increase is applicable to the entire category of business enterprise, value of property and buildings erected. Prominent on a late page of the book of record is an entry in relation to the installation of The Highland Canal and Water Power. This enterprise means enormous developments for Duluth, because in furnishing electric power to manufactories at less than one-half the cost of steam, it will attract capital and industry to its doors by the very force of that one argument alone. Coming events cast their shadows before, and the prophecies concerning the establishment of this water power and canal need no discounting, however great they may sound in the ears of the uninformed.

The rise of Duluth as a railroad center is in the logical sequence of northwestern development, in consequence of her

commanding position at the head of the great lakes, making her the receiving and distributing point of a vast extent of territory, reaching far across the continent to the western coast, and away to the remotest point on the Atlantic Seaboard; and furthermore, it is "on the great through line from the Orient to the eastern United States and Europe," on the direct line of the great Russian Railway, which is expected to tunnel the



THE BOULEVARD.

Bering Straits, pass through Alaska, up the Yukon to Klondike, thence to western Canada, and south to Duluth. Thus may the forecast be safely made of the brilliant future of Duluth, in the light of portentous events, incident to the growth of the vast northwest country.

Duluth, also, has undoubted right to its claim for rare beauty and picturesque grandeur of location, as well as attraction

in high degree as a health and pleasure resort. The city has been spoken of as being twenty miles long, half a mile wide, and a mile and one-half high, and when one is called upon to consider its lofty heights and steep declivities, there seems to be more truth than fiction in such a description of its "meets and bounds." The streets which parallel the shore lie terrace on terrace, and those which transverse the city scramble cheerfully up the sharp ascent, the buildings that line them clinging hopefully to the sunny slopes of the green-clad hillsides. Such a situation affords opportunities for beautifying that have not been overlooked, and Duluth may well boast of one of the finest boulevard drives in the world. Beginning at the foot of the hills, this drive sweeps in wide, graceful curves, backward and forward, and always upward; leading through charming little parks and deep, tangled wildwoods, across bridges spanning ravines, from whose cool depths the murmur of laughing brooks, and the brawl of miniature rapids float up to complete the sense of nature's perfection. And finally, the broad avenue swings fully out onto the mountain top, skirting its edge the full length of the lofty barrier that walls in the city's landward side. From these hilltops there bursts upon the sight a picture which calls forth the realization of being in actual presence of "the grandest view in the world." Below, in the immediate foreground, stands a stately city, and stretched wide upon the canvas beyond are the sparkling, sunny waters of Lake Superior. To the north, the grand sweep of land and bay line, high hills and beetling promontories; to the south, the widening valley where the silvery thread of St. Louis River winds away in the distance; opposite, the vaguely remote outlines of the Wisconsin shore and West Superiors "bright estates," while the long, protecting arm of Park Point transepts the middle perspective and forms a curious and unique feature in this grandly attractive prospect.

Duluth is well prepared to open wide its doors and invite the world to enter and enjoy and benefit. Numerous places of resort are gathered within easy access. Park Point is a delightful summer retreat, where one may go for a day's picnic or a month's outing under canvas or cottage roof. Beautiful suburbs are reached by electric car service, and a State Fish Hatchery,



DULUTH HIGH SCHOOL.

almost overhanging the lake itself, is a potent attraction to all those who are interested in the way Uncle Sam and his State confreres perpetuate the fish supply of their waters.

Volumes might be written in praise of the wonders and beauties of the Zenith City, but summed up it would all be only in further proof that Duluth can readily vindicate any claim made by her or in her behalf as being an unrivaled